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US Travel
Data Center

Impact of Travel on State Economies 1986

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The US Travel Data Center is an affiliate of the Travel Industry Association of America

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The US Travel Data Center is the national, non-profit center for travel and tourism research. Since its establishment in 1973, the Data Center has devoted itself to advancing the common interests of the travel industry and the public it serves by encouraging, sponsoring and conducting statistical, economic, and scientific research concerning travel, the travel industry, and travel-related industries. In pursuit of this objective the Data Center gathers, analyzes, publishes and disseminates the results of such research, and cooperates with all government agencies, private industry and academic institutions with similar purposes and objectives.

The US Travel Data Center is an affiliate of the Travel Industry Association of America (TIA), the national, non-profit association representing all components of the United States travel industry, the third largest retail industry in the nation.

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EXECUTIVE SUMMARY

- U.S. residents and foreign visitors spent $267 billion traveling in America during 1986, a 4.7 percent increase over the previous year.
- These expenditures directly generated 5.1 million jobs paying $59 billion in wages and salaries.
- Travel spending in America generated $31 billion in tax revenue for federal, state and local governments.
- California garnered the largest share of travel spending in the U.S. during 1986 with 13 percent of the total market, followed by Florida with 8 percent.
- Four states posted double-digit increases in travel spending during 1986, while another 22 states grew faster than the national average of 4.35 percent.
- In 13 states, jobs directly generated by travel spending exceeded those generated by all other private industries during 1986. The travel industry was among the top three employers in 39 states.
- Nevada has the highest share of employment that is travel-generated, nearly 32 percent.
- On the average, every $52,000 spent on travel in the U.S. directly supported one job in 1986.

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INTRODUCTION

The estimates of the economic impact of travel contained in this volume are the product of the Travel Economic Impact Model (TEIM), an economic model developed expressly to indicate the expenditures, employment, payroll, business receipts and tax revenue generated by travel away from home in the U.S.

The conceptual development of the model was funded by the Bureau of Land Management of the U.S. Department of the Interior in 1975. Since that time, the TEIM has been expanded to reflect the availability of improved data and has been computerized. While not detailed here, the model has also been extended to produce improved county-level estimates of travel impact. The data contained in this report and others in this series are the only estimates of the economic impact of travel available for all 50 states and the District of Columbia.

Benchmark estimates of travel spending in each state and the employment, payroll income, and tax revenue generated by them, were developed for 1977 based upon the U.S. Census Bureau's National Travel Survey and Censuses of Service Industries and Retail Trade. Based on benchmark data obtained from the 1982 Census of Service Industries and Retail Trade, the TEIM time series on travel's impact on each state have been revised. The 1984 edition contained revised impact estimates going back to 1982. Estimates in the 1984, 1985 and 1986 reports are not comparable to prior years due to the revision.

The Data Center views the model as a continuing, evolving project producing annual estimates. It is hoped that this publication will stimulate discussion and criticism of the TEIM to promote further development and improvement. Users of these data are encouraged to communicate their reactions, both positive and negative, to the Data Center in the interests of progress in travel research.

The individual state estimates should not necessarily be viewed as substitutes for major state research projects on the impact of travel and tourism. Rather, the user should compare the methodologies and results, and draw his/her own conclusions regarding the validity of differing approaches and estimates.

In the Appendices, the Travel Economic Impact Model is summarized and a glossary of terms is provided. Research sources used in producing these estimates are also listed.

1986 TRAVEL EXPENDITURES IN THE U.S.

During 1986, Americans spent $253 billion in the U.S. on travel away from home. This includes expenditures while traveling away from home overnight or to places 100 miles or more away from home. Domestic travel spending for 1986 increased 4.3 over the previous year.

As indicated in Table 1, foodservices accounted for 26 percent of travel spending in 1986, to lead all categories. If auto and public transportation categories are combined, however, they account for 38 percent of the total.

Traveler expenditures for entertainment and recreation had the largest increase over 1985, 9.1 percent. Spending on auto transportation fell 8.8 percent due to the substantial drop in gasoline prices that occurred during the year.

Table 1: 1986 Travel Expenditures in the U.S.

Expenditure category	Expenditures ($ billions)	Percent of U.S. total	Percent change from 1985
Public transportation	$ 60.6	23.9%	3.2%
Auto transportation	36.5	14.4	-8.8
Lodging	42.7	16.9	8.9
Foodservice	66.3	26.2	8.7
Entertainment and recreation	25.6	10.1	9.1
General retail trade	21.3	8.4	6.2
U.S. total	$253.0	100.0	4.4%
U.S. territories	1.1		3.9%
Foreign visitor-generated	12.9		10.9%
Grand total	$267.0		4.7%

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center, U.S. Travel and Tourism Administration, Department of Commerce

Traveler spending for hotel/motel lodging, which rose nearly nine percent during 1986, should be distinguished from total receipts of commercial lodging facilities. The latter includes all receipts from hotels, motels and motor hotels for rooms, food, and beverages, concessions, telephone service, valet and

other services to customers. The TEIM cannot distinguish meals purchased in restaurants operated by hotels and motels from those purchased in separate restaurants. Consequently, some of the food purchases estimated by the model took place in commercial lodging facilities although attributed herein to "foodservice".

This explains how changes in lodging expenditures by travelers may differ from variations in total lodging industry receipts as reported by the U.S. Bureau of the Census and other organizations. Moreover, this convention also affects TEIM estimates of travel-generated payroll and employment for lodging and foodservice.

According to the U.S. Travel and Tourism Administration, Department of Commerce, foreign visitors in 1986 spent $12.9 billion while traveling in the U.S. and its territories, an increase of 10.9 percent over 1985. This was primarily the result of a weakening U.S. dollar in terms of major foreign currencies and relatively moderate gains in worldwide economies. This spending figure covers foreign traveler expenditures in the U.S., and excludes receipts of U.S. carriers for international transportation of foreign nationals. In addition, the Data Center estimates that U.S. visitors to the U.S. territories spent $1.1 billion in 1986, up 3.9 percent from the previous year.

Total U.S. residents and foreign visitors spent $267 billion on travel in the U.S. and its territories during 1986, an annual increase of 4.7 percent. The growth in travel spending during 1986 was somewhat slower than the 5.6 percent annual growth rate for the nation's gross national product (GNP). However, travel price inflation, as measured by the Travel Price Index (TPI), was also more moderate than the increase in prices of all consumer goods and services. The TPI rose 0.6 percent for the year, compared to a 1.9 percent increase in the Consumer Price Index (CPI). Total travel spending in the U.S. represented 6.3 percent of GNP during 1986.

Table 2 indicates U.S. travel spending during 1986 in six categories by state visited. Foreign visitor expenditures for 1986 are excluded due to a lack of data at this time. In late 1988, The Impact of Foreign Visitors' Spending on States' Economies, 1985-86 report from the study conducted by the U.S. Travel and Tourism Administration and the Data Center, will be released providing more information on foreign visitors' economic impact by state and by expenditure type.

Table 2 comprises total spending by U.S. travelers in the fifty states and the District of Columbia, representing sales and gross receipts paid. The average state enjoyed $4.96 billion in U.S. travel spending in 1986; seventeen states exceeded this. In total, 43 states and the District of Columbia, received more than one billion dollars from U.S. travelers.

Table 3 provides analytical information on U.S. travel spending in each state: percent change from the previous year, share of U.S. travel expenditures, and rank by volume of expenditures in each state. South Carolina experienced the largest percentage gain of any state with an increase of 15 percent in travel spending. Only four states posted double-digit advances over 1985, while an additional 21 states grew faster than the national average of 4.35 percent. Ten states suffered declines in travel spending from 1985.

California led all other states in travel spending with $33.7 billion during 1986. Florida and New York followed with $20.4 and $16.8 billion. On the other hand, Rhode Island with $494 million in travel expenditures, ranked last among all states.

Table 2: 1986 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 194.0	$ 343.0	$ 362.2	$ 561.1
Alaska	313.7	121.1	134.4	210.3
Arizona	1,046.7	803.0	904.0	1,263.8
Arkansas	117.6	348.6	284.4	676.5
California	9,775.2	4,692.4	5,184.5	8,665.3
Colorado	1,282.5	584.0	846.0	1,344.8
Connecticut	1,089.7	730.9	251.3	435.2
Delaware	87.6	109.7	156.0	219.4
Florida	3,688.5	2,799.4	4,406.9	6,004.0
Georgia	907.3	1,012.3	911.5	1,466.6
Hawaii	613.9	293.0	1,096.2	707.7
Idaho	118.1	118.3	128.8	452.6
Illinois	3,956.2	1,266.8	1,258.8	1,804.1
Indiana	633.0	551.6	379.5	881.4
Iowa	390.5	378.9	223.4	597.4
Kansas	440.9	395.6	194.2	540.5
Kentucky	252.6	623.4	323.9	655.9
Louisiana	627.9	814.9	545.1	1,015.5
Maine	124.9	181.3	528.1	660.2
Maryland	1,596.9	469.8	571.9	1,371.5
Massachusetts	1,977.8	915.8	1,168.4	1,170.3
Michigan	1,928.8	1,232.2	1,400.0	1,721.6
Minnesota	1,420.7	796.9	793.6	1,253.6
Mississippi	145.2	256.6	180.0	460.9
Missouri	1,436.3	929.1	842.5	1,010.8
Montana	38.9	108.9	170.3	233.0
Nebraska	231.1	266.3	137.3	364.9
Nevada	544.5	540.3	1,232.8	1,275.5
New Hampshire	168.6	187.1	532.8	465.7
New Jersey	5,151.0	699.8	1,321.3	2,417.8

Table 2: 1986 U.S. Domestic Travel Expenditures
For All Trips (Continued)
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 306.4	$ 251.6	$ 253.7	$ 635.5
New York	4,028.1	2,590.1	3,643.3	4,379.1
North Carolina	865.1	815.1	1,250.8	1,888.9
North Dakota	105.6	177.4	66.2	163.2
Ohio	1,896.7	1,318.1	750.3	1,783.9
Oklahoma	629.9	397.4	290.8	831.1
Oregon	406.8	427.4	336.1	821.2
Pennsylvania	2,632.4	1,270.9	1,500.0	2,802.7
Rhode Island	154.0	90.4	68.1	110.9
South Carolina	333.1	557.0	849.6	1,352.9
South Dakota	59.5	105.8	120.6	176.8
Tennessee	705.1	624.8	631.2	1,292.1
Texas	4,116.6	2,466.7	2,427.7	3,944.9
Utah	433.6	220.6	300.8	581.6
Vermont	68.3	85.7	293.2	586.6
Virginia	1,088.0	772.1	1,325.6	1,851.8
Washington	1,385.1	577.7	506.8	1,034.4
West Virginia	87.4	336.8	324.2	390.8
Wisconsin	490.1	620.8	788.4	1,290.3
Wyoming	94.2	143.6	163.4	205.4
District of Columbia	397.0	106.7	332.8	316.1
Total	$60,583.6	$36,527.5	$42,693.4	$66,347.7

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Table 2: 1986 U.S. Domestic Travel Expenditures
For All Trips (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 185.0	$ 220.6	$ 1,865.9
Alaska	39.1	46.9	865.6
Arizona	360.0	437.9	4,815.3
Arkansas	200.3	245.5	1,872.9
California	2,593.2	2,747.6	33,658.1
Colorado	629.1	488.4	5,174.7
Connecticut	151.3	147.6	2,805.8
Delaware	68.0	67.9	708.6
Florida	1,602.9	1,848.4	20,350.0
Georgia	466.7	482.3	5,246.6
Hawaii	149.0	178.9	3,038.8
Idaho	84.4	110.2	1,012.5
Illinois	637.0	631.0	9,554.0
Indiana	296.3	341.1	3,083.0
Iowa	176.6	199.1	1,966.0
Kansas	186.8	206.7	1,964.7
Kentucky	210.2	227.3	2,293.3
Louisiana	294.2	298.8	3,596.3
Maine	186.7	200.1	1,881.4
Maryland	352.6	403.7	4,766.3
Massachusetts	328.3	356.3	5,917.0
Michigan	702.3	641.6	7,626.5
Minnesota	488.7	424.4	5,178.0
Mississippi	140.9	167.6	1,351.1
Missouri	366.3	384.6	4,969.6
Montana	80.0	86.2	717.2
Nebraska	117.4	129.5	1,246.5
Nevada	3,382.6	304.5	7,280.2
New Hampshire	192.5	162.7	1,709.5
New Jersey	2,687.9	693.4	12,971.2

Table 2: 1986 U.S. Domestic Travel Expenditures
For All Trips (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 185.2	$ 177.2	$ 1,809.6
New York	1,049.9	1,084.1	16,774.5
North Carolina	609.0	649.9	6,078.7
North Dakota	45.6	63.0	620.9
Ohio	549.9	597.7	6,896.6
Oklahoma	290.2	303.2	2,742.6
Oregon	241.0	251.2	2,483.7
Pennsylvania	923.8	975.3	10,105.1
Rhode Island	32.8	38.2	494.4
South Carolina	377.0	425.9	3,895.5
South Dakota	59.3	70.0	592.0
Tennessee	430.0	397.5	4,080.8
Texas	1,342.1	1,392.6	15,690.6
Utah	203.1	199.0	1,938.7
Vermont	159.4	143.6	1,336.7
Virginia	488.8	547.1	6,073.3
Washington	370.6	358.1	4,232.7
West Virginia	136.0	142.0	1,417.3
Wisconsin	557.1	428.3	4,174.9
Wyoming	87.8	77.1	771.4
District of Columbia	64.4	65.8	1,282.9
Total	$25,559.2	$21,267.6	$252,978.9

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Table 3: 1986 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares and Percent Change

State	1986 Travel Expenditures ($ Millions)	Change from 1985 (Percent)	Share of U.S. Total (Percent)	Rank
Alabama	$ 1,866	6.5%	0.74%	36
Alaska	866	-5.7	0.35	45
Arizona	4,815	9.7	1.91	18
Arkansas	1,873	0.2	0.75	35
California	33,658	3.5	13.31	1
Colorado	5,175	3.4	2.05	16
Connecticut	2,806	6.5	1.11	27
Delaware	709	7.3	0.29	48
Florida	20,350	9.2	8.05	2
Georgia	5,247	0.5	2.08	14
Hawaii	3,039	9.3	1.21	26
Idaho	1,012	3.9	0.41	44
Illinois	9,554	10.3	3.78	7
Indiana	3,083	4.0	1.22	25
Iowa	1,966	2.5	0.78	31
Kansas	1,965	5.5	0.78	32
Kentucky	2,293	0.1	0.91	30
Louisiana	3,596	-5.0	1.43	24
Maine	1,881	8.8	0.75	34
Maryland	4,766	9.7	1.89	19
Massachusetts	5,917	4.4	2.34	13
Michigan	7,626	6.3	3.02	8
Minnesota	5,178	-0.5	2.05	15
Mississippi	1,351	-1.2	0.54	40
Missouri	4,970	0.0	1.97	17
Montana	717	-3.2	0.29	47
Nebraska	1,247	-2.5	0.50	43
Nevada	7,280	5.3	2.88	9
New Hampshire	1,710	9.5	0.68	38
New Jersey	12,971	0.3	5.13	5

Table 3: 1986 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change (Continued)

State	1986 Travel Expenditures ($ Millions)	Change from 1985 (Percent)	Share of U.S. Total (Percent)	Rank
New Mexico	$ 1,810	0.3%	0.72%	37
New York	16,775	1.4	6.64	3
North Carolina	6,079	7.3	2.41	11
North Dakota	621	-4.1	0.25	49
Ohio	6,897	0.7	2.73	10
Oklahoma	2,743	-5.4	1.09	28
Oregon	2,484	0.9	0.99	29
Pennsylvania	10,105	8.4	4.00	6
Rhode Island	494	1.3	0.20	51
South Carolina	3,895	15.1	1.54	23
South Dakota	592	2.8	0.24	50
Tennessee	4,081	8.7	1.62	22
Texas	15,691	0.0	6.21	4
Utah	1,939	4.7	0.77	33
Vermont	1,337	8.9	0.53	41
Virginia	6,073	14.5	2.41	12
Washington	4,233	10.3	1.68	20
West Virginia	1,417	9.2	0.57	39
Wisconsin	4,175	2.7	1.66	21
Wyoming	771	-4.0	0.31	46
District of Columbia	1,283	4.1	0.51	42
Total	$252,979	4.4%	100.00%	

Note: Details may not add to total due to rounding.
Source: US Travel Data Center

1986 TRAVEL-GENERATED BUSINESS RECEIPTS

Travel-generated business receipts differ from travel expenditures by excluding federal, state, local and territorial retail sales, hotel occupancy, admission and other taxes collected by establishments directly from customers and paid directly to taxing authorities. These estimates are useful for comparison with business sales and receipts data published by the U.S. Department of Commerce.

In 1986, travel-related businesses in the 50 states and the District of Columbia enjoyed sales of $244 billion from American residents traveling within the U.S. This represents a 4.3 percent increase over the 1985 total.

As indicated in Table 4, the foodservice sector generated close to 26 percent of total travel-generated business receipts. Included in this total are food and beverage services in hotels and motels as well as other retail eating and drinking places. Consequently, the business receipts shown below for the lodging industry will be smaller than most published estimates because they exclude revenue from food and beverage service. The public transportation sector accounted for slightly less than foodservice with nearly 25 percent of total business receipts, while lodging generated 17 percent.

Table 4: Travel-generated Business Receipts in the U.S., 1986

Industry category	Business receipts (billions)	Percent of U.S. total	Percent of expenditures
Public transportation	$ 60.5	24.7%	100.0%
Auto transportation	35.5	14.5	97.3
Lodging	40.9	16.7	95.9
Foodservice	63.0	25.8	95.0
Entertainment and recreation	24.4	10.0	95.5
General retail trade	20.2	8.3	95.0
U.S. total	$244.5	100.0	96.7%
U.S. territories	1.1		
Foreign visitor-generated	12.5		
Grand total	$258.1		

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Overall, travel-generated business receipts comprise 97 percent of travel spending in the U.S. The balance is accounted for by retail sales taxes. Among the categories, the proportions range from 95 percent for foodservice and general retail trade to 100 percent for public transportation. This indicates food-service and retail trade are taxed more heavily at the retail level as compared to public transportation.

The Data Center estimates business receipts resulting from U.S. visitor spending in the U.S. territories totaled a little over one billion dollars in 1986. Foreign visitor expenditures produced $12.5 billion, but currently cannot be distributed among the business categories or the states as can U.S. traveler generated receipts.

During 1986, all travelers in the U.S. and its territories produced $258 billion in sales revenue for American business firms.

Table 5 details how business receipts produced by U.S. travel expenditures are distributed among six industry categories for each of the fifty states and the District of Columbia. Businesses in the average state earned receipts of $4.8 billion in 1986.

The states' ranking generally follows travel expenditures. California was first in travel-generated business receipts with $32 billion and Florida followed with nearly $20 billion. In all, five states enjoyed more than $10 billion in these business receipts, while 43 received more than $1 billion.

At the other end of the scale, Rhode Island collected less than $500 million in travel-generated business receipts.

Table 5: 1986 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 194.0	$ 340.0	$ 349.7	$ 532.4
Alaska	313.7	120.9	134.0	209.3
Arizona	1,044.0	791.8	872.5	1,193.1
Arkansas	117.6	347.2	276.7	644.3
California	9,775.2	4,426.8	4,907.0	8,174.8
Colorado	1,282.5	575.4	818.3	1,282.2
Connecticut	1,089.7	707.0	236.3	404.8
Delaware	87.6	109.0	152.8	219.4
Florida	3,688.5	2,756.0	4,203.3	5,718.1
Georgia	904.2	982.8	877.0	1,423.9
Hawaii	612.4	276.3	1,019.8	680.5
Idaho	118.1	117.0	124.9	434.2
Illinois	3,956.2	1,185.9	1,181.3	1,694.4
Indiana	633.0	521.2	357.2	825.6
Iowa	390.5	374.2	211.3	574.5
Kansas	440.9	391.0	187.0	519.7
Kentucky	252.6	618.6	311.0	624.7
Louisiana	627.9	802.4	512.6	952.6
Maine	124.9	178.2	516.3	628.8
Maryland	1,596.9	457.6	537.7	1,306.2
Massachusetts	1,977.8	899.0	1,126.0	1,114.6
Michigan	1,928.8	1,184.8	1,380.2	1,655.4
Minnesota	1,420.7	783.4	770.8	1,178.2
Mississippi	145.2	243.4	168.3	430.7
Missouri	1,436.3	913.5	818.3	955.3
Montana	38.9	108.9	170.3	233.0
Nebraska	231.1	261.9	130.1	345.9
Nevada	544.5	539.5	1,201.4	1,250.5
New Hampshire	168.6	187.1	524.8	465.7
New Jersey	5,151.0	675.4	1,270.1	2,280.9

Table 5: 1986 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 304.8	$ 250.2	$ 238.5	$ 605.3
New York	4,028.1	2,467.5	3,499.5	4,092.6
North Carolina	865.1	808.8	1,227.3	1,816.2
North Dakota	105.6	176.2	63.3	156.9
Ohio	1,896.7	1,290.9	712.8	1,686.5
Oklahoma	625.9	395.8	280.5	793.3
Oregon	406.8	427.4	328.9	821.2
Pennsylvania	2,532.0	1,246.7	1,439.3	2,644.1
Rhode Island	154.0	88.3	65.4	104.6
South Carolina	333.1	548.4	811.6	1,282.4
South Dakota	59.5	105.4	116.8	169.2
Tennessee	705.1	612.6	589.7	1,201.8
Texas	4,116.6	2,422.9	2,348.6	3,752.4
Utah	433.6	216.5	288.5	550.7
Vermont	68.3	85.3	286.4	553.4
Virginia	1,088.0	754.6	1,269.7	1,769.0
Washington	1,385.1	563.3	464.6	962.2
West Virginia	87.4	336.4	317.8	372.1
Wisconsin	490.1	612.7	772.0	1,228.8
Wyoming	93.8	143.0	158.5	198.3
District of Columbia	397.0	104.4	303.5	292.7
Total	$60,469.8	$35,533.3	$40,929.9	$63,006.9

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Table 5: 1986 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 175.5	$ 209.3	$ 1,800.8
Alaska	38.9	46.7	863.5
Arizona	339.8	413.4	4,654.5
Arkansas	190.7	233.8	1,810.3
California	2,586.7	2,592.1	32,462.6
Colorado	599.8	465.6	5,023.9
Connecticut	137.5	137.3	2,712.5
Delaware	68.0	67.9	704.7
Florida	1,526.6	1,760.3	19,652.8
Georgia	453.1	468.3	5,109.2
Hawaii	143.3	172.0	2,904.4
Idaho	81.0	105.7	980.9
Illinois	637.0	592.7	9,247.6
Indiana	296.3	319.6	2,952.9
Iowa	169.8	191.5	1,911.6
Kansas	179.7	198.8	1,917.0
Kentucky	200.2	216.5	2,223.4
Louisiana	276.0	280.3	3,451.7
Maine	186.7	190.6	1,825.4
Maryland	330.3	384.5	4,613.1
Massachusetts	328.3	339.4	5,785.1
Michigan	702.3	616.9	7,468.4
Minnesota	459.3	398.9	5,011.3
Mississippi	131.6	156.6	1,275.9
Missouri	346.3	363.4	4,833.1
Montana	80.0	86.2	717.2
Nebraska	111.3	122.8	1,203.1
Nevada	2,977.6	298.6	6,812.1
New Hampshire	192.5	162.7	1,701.5
New Jersey	2,535.8	654.2	12,567.3

Table 5: 1986 U.S. Domestic Travel-Generated Business Receipts (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 176.4	$ 168.8	$ 1,744.0
New York	981.2	1,013.2	16,082.1
North Carolina	603.0	624.9	5,945.3
North Dakota	43.8	60.5	606.3
Ohio	549.9	565.1	6,701.8
Oklahoma	277.0	289.5	2,661.9
Oregon	241.0	251.2	2,476.5
Pennsylvania	923.8	920.1	9,706.0
Rhode Island	32.8	36.1	481.3
South Carolina	360.8	403.7	3,739.9
South Dakota	57.0	67.0	574.9
Tennessee	399.9	369.7	3,878.9
Texas	1,288.8	1,324.6	15,254.0
Utah	192.3	188.4	1,870.0
Vermont	153.3	138.1	1,284.7
Virginia	482.6	526.1	5,889.9
Washington	344.7	333.1	4,053.0
West Virginia	129.5	135.3	1,378.6
Wisconsin	530.5	407.9	4,042.1
Wyoming	84.7	74.4	752.6
District of Columbia	60.8	62.1	1,220.5
Total	$24,395.9	$20,205.8	$244,541.5

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

1986 TRAVEL-GENERATED PAYROLL INCOME

Domestic travel spending by U.S. residents directly generated close to $56 billion in wage and salary, or payroll, income during 1986. This was a seven percent rise over the previous year and exceeded the increase in total U.S. wages and salaries (5.8 percent). Table 6 shows the distribution of payroll income directly generated by travel spending in the states among broad industry categories.

Payroll generated by travel spending on public transportation accounted for approximately 28 percent of the total, followed by foodservice, also with nearly 28 percent. Travel arrangement, general retail trade, and auto transportation industries accounted for the smallest proportions of total travel-generated payroll.

The business category with the highest growth rate in travel-generated payroll was lodging with an increase of 11 percent. Entertainment/recreation experienced a nine percent rise in travel payroll in 1986, while foodservice grew only four percent.

Table 6: Travel-generated Payroll in the U.S., 1986

Industry category	Payroll (billions)	Percent of U.S. total	Percent change from 1985
Public transportation	$15.6	28.0%	7.7%
Auto transportation	2.8	5.0	6.0
Lodging	10.4	18.6	10.9
Foodservice	15.5	27.7	4.3
Entertainment and recreation	6.4	11.5	9.4
General retail trade	2.7	4.8	8.8
Travel arrangement	2.4	4.4	6.1
U.S. total	$55.8	100.0	7.4%
U.S. territories	0.2		3.5
Foreign visitor-generated	2.7		7.0
Grand total	$58.7		7.3%

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

U.S. travelers in our territories generated $235 million in wage and salary income. Foreign visitors in the states and territories accounted for $2.7 billion in U.S. payroll.

Total U.S. wage and salary income directly generated by spending of all travelers in the states and territories reached $59 billion in 1986, an increase of 7.3 percent over the previous year, virtually the same growth rate for wage and salary disbursements generated by U.S. resident spending at home.

A dollar of travel spending generates different amounts of payroll income in different sectors of the travel industry depending on labor content of the service and the wage structure. For example, public transportation accounts for 24 percent of travel spending but 28 percent of travel-generated payroll. This reflects the relatively high wage structure in public transportation and the importance of labor in producing this service.

Auto transportation, on the other hand, requires less labor per dollar of receipts, and gasoline service station employees receive relatively low wages. Consequently, auto transportation comprises approximately 14 percent of U.S. travel spending, but only five percent of travel-generated payroll.

On the average, one dollar in travel spending directly generated 22 cents in wage and salary income during 1986. The average payroll per job in the U.S. during 1986 was $11,500 per job, an increase of 4.9 percent from 1985. The average ranges from $26,100 in public transportation to $7,100 per job in foodservice. These figures reflect both the average hourly wage in each sector and the number of hours worked per job per year. Foodservice and lodging employment have relatively low payroll per job averages, due primarily to the seasonal nature of the business and part-time status of many of the jobs.

Table 7 displays payroll income generated by U.S. travelers in each of the 50 states and the District of Columbia during 1986.

The average state benefitted from nearly $1.1 billion in U.S. travel-generated wage and salary income. California led all states with $7.7 billion of this income, followed by Florida with $4.3 billion. Nineteen states received more than one billion dollars in travel-generated wage and salary income.

On the other hand, six states indicated less than $200 million in travel-generated payroll for 1986, with South Dakota posting the lowest payroll of all states with $114 million.

Table 7: 1986 U.S. Travel-Generated Payroll ($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 45.8	$ 23.7	$ 80.2	$ 123.9
Alaska	80.3	12.8	34.5	55.1
Arizona	283.3	62.5	229.7	298.9
Arkansas	30.1	25.9	60.1	152.5
California	2,533.1	366.9	1,287.1	2,064.7
Colorado	333.1	46.4	200.0	328.1
Connecticut	299.8	60.6	71.8	99.2
Delaware	44.0	8.3	28.8	51.9
Florida	888.5	220.9	1,014.4	1,389.7
Georgia	216.6	74.3	256.3	346.0
Hawaii	123.2	37.6	310.4	167.2
Idaho	27.1	8.8	31.6	105.5
Illinois	1,030.2	98.3	366.5	409.2
Indiana	190.6	36.7	108.9	201.0
Iowa	103.7	31.5	57.4	135.8
Kansas	107.8	28.7	54.0	129.5
Kentucky	65.4	44.6	84.2	147.1
Louisiana	166.6	60.9	151.4	240.2
Maine	31.8	15.2	91.4	149.6
Maryland	428.6	37.9	130.6	307.3
Massachusetts	474.1	67.4	265.8	266.7
Michigan	494.7	81.1	279.0	399.5
Minnesota	351.5	55.1	175.5	298.3
Mississippi	36.7	18.8	50.0	101.9
Missouri	364.8	71.3	195.1	236.9
Montana	7.5	9.1	41.3	54.0
Nebraska	60.4	21.0	35.6	79.5
Nevada	144.7	46.5	420.4	320.1
New Hampshire	43.5	14.5	91.6	112.1
New Jersey	1,448.0	61.8	304.1	526.4

Table 7: 1986 U.S. Travel-Generated Payroll (Continued)
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 83.0	$ 20.1	$ 62.1	$ 141.2
New York	968.7	199.4	857.1	1,029.8
North Carolina	229.4	60.2	251.4	438.3
North Dakota	27.8	14.0	17.5	36.5
Ohio	470.7	94.7	214.6	393.4
Oklahoma	170.4	30.1	68.4	194.3
Oregon	97.4	33.1	84.4	203.0
Pennsylvania	723.8	94.2	362.7	614.0
Rhode Island	43.6	7.6	16.4	25.9
South Carolina	85.0	38.0	184.7	299.2
South Dakota	15.1	7.3	26.3	40.6
Tennessee	184.9	45.4	157.3	314.5
Texas	1,021.7	202.1	583.7	931.9
Utah	113.9	18.4	74.3	135.9
Vermont	15.1	7.2	55.7	138.1
Virginia	279.1	68.0	349.7	449.3
Washington	334.1	42.7	151.5	248.2
West Virginia	20.9	23.4	66.9	89.6
Wisconsin	111.5	43.2	158.7	301.8
Wyoming	24.4	7.3	36.9	48.7
District of Columbia	165.3	10.0	110.8	81.4
Total	$15,641.4	$2,815.3	$10,398.3	$15,453.0

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Table 7: 1986 U.S. Travel-Generated Payroll (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	$ 39.5	$ 28.9	$ 12.0	$ 353.9
Alaska	7.2	5.6	13.8	209.2
Arizona	84.9	57.2	30.3	1,046.7
Arkansas	42.9	29.5	5.7	346.7
California	739.6	341.1	407.7	7,740.2
Colorado	148.3	62.9	36.4	1,155.1
Connecticut	41.2	16.9	52.4	641.9
Delaware	15.3	8.1	5.9	162.3
Florida	440.9	235.5	153.7	4,343.5
Georgia	94.0	61.5	46.5	1,095.3
Hawaii	38.4	21.8	56.8	755.5
Idaho	19.2	14.1	5.5	211.8
Illinois	186.1	79.2	195.4	2,364.9
Indiana	68.6	43.1	20.1	669.0
Iowa	33.2	25.9	11.5	399.0
Kansas	42.2	27.0	20.6	409.8
Kentucky	55.0	28.3	9.9	434.4
Louisiana	53.3	38.2	17.0	727.5
Maine	46.4	21.0	4.0	359.4
Maryland	92.7	50.1	40.8	1,088.1
Massachusetts	73.3	39.8	121.8	1,308.8
Michigan	169.3	80.6	66.1	1,570.2
Minnesota	114.0	48.1	52.0	1,094.5
Mississippi	32.9	19.9	5.3	265.4
Missouri	84.7	47.6	51.6	1,052.0
Montana	16.8	11.7	4.3	144.6
Nebraska	24.8	15.0	9.4	245.6
Nevada	954.6	43.1	15.6	1,944.8
New Hampshire	50.7	18.1	8.5	339.0
New Jersey	707.7	81.4	98.1	3,227.4

Table 7: 1986 U.S. Travel-Generated Payroll (Continued)
($ Millions)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	$ 43.5	$ 22.3	$ 7.1	$ 379.2
New York	211.1	129.7	268.8	3,664.4
North Carolina	129.1	85.7	26.2	1,220.3
North Dakota	10.0	7.6	2.2	115.5
Ohio	141.1	74.9	52.2	1,441.7
Oklahoma	64.0	37.2	14.0	578.2
Oregon	60.7	32.2	20.7	531.5
Pennsylvania	219.3	118.7	85.9	2,218.6
Rhode Island	7.9	4.5	8.7	114.5
South Carolina	83.6	57.6	10.2	758.2
South Dakota	13.2	8.7	2.9	114.1
Tennessee	108.3	50.2	24.4	885.0
Texas	295.1	176.5	143.9	3,355.0
Utah	39.3	24.6	13.9	420.3
Vermont	41.6	16.0	4.2	277.9
Virginia	118.0	69.3	45.7	1,379.1
Washington	89.0	47.7	76.8	990.1
West Virginia	32.2	18.1	2.3	253.3
Wisconsin	155.3	52.5	32.5	855.5
Wyoming	19.6	10.0	2.4	149.3
District of Columbia	12.8	9.1	22.0	411.3
Total	$6,411.8	$2,654.1	$2,445.4	$55,819.5

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

1986 TRAVEL-GENERATED EMPLOYMENT

U.S. travel expenditures on domestic trips directly generated close to 4.9 million jobs during 1986, a 2.4 percent increase from 1985. Table 8 displays the distribution of these jobs among major travel industry categories.

Foodservice accounted for 45 percent of all travel-generated jobs in 1986. As discussed in earlier sections, a portion of this employment occurs in hotels and other lodging places rather than individual eating and drinking places and is often included in measures of total lodging employment.

Spending on lodging while traveling away from home generated more than 950 thousand jobs, or one-fifth of total travel employment, and accounted for more jobs than all transportation components combined.

Table 8: Travel-generated Employment in the U.S., 1986

Industry category	Employment (thousands)	Percent of U.S. total	Percent change from 1985
Public transportation	599	12.3%	5.7%
Auto transportation	224	4.6	1.5
Lodging	950	19.5	6.5
Foodservice	2,182	44.8	-1.1
Entertainment and recreation	531	10.9	5.8
General retail trade	229	4.7	5.6
Travel arrangement	157	3.2	2.8
U.S. total	4,874	100.0%	2.4%
U.S. territories	21		1.0
Foreign visitor-generated	238		2.1%
Grand total	5,132		2.4%

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Employment in the lodging sector increased 6.5 percent to lead all other travel industry sectors. Entertainment/recreation showed the next largest rate of increase with a gain of 5.8 percent. Travel-generated employment in the foodservice sector fell one percent from 1985 for a loss of 24,000 full- and/or part-time jobs nationwide.

The spending of U.S. travelers in U.S. territories produced 21 thousand jobs. Foreign visitors to the U.S. accounted for about 238 thousand U.S. jobs, an increase of 2.1 percent from 1985.

In total, travel expenditures in the U.S. directly generated 5.1 million full- and part-time jobs for American residents during 1986, 5.1 percent of total nonagricultural payroll employment in the nation. The travel-generated employment growth rate of 2.4 percent from 1985 was somewhat faster than the 1.9 percent growth rate in total U.S. nonagricultural employment.

The increase in the number of U.S. jobs attributable to travel spending in 1986 is not necessarily a net addition to the nation's employment. The increase is the sum of additional jobs created by rising travel activity and existing jobs that are now serving travel demand rather than local demand.

For example, an increase in foodservice employment in a state can be comprised of: a net increase in restaurant jobs due to more travelers purchasing meals, plus an increase in the number of existing workers serving tourists rather than local residents.

The ratio of travel expenditures to jobs directly generated by this spending indicates the average spending needed to directly support one job in the travel industry. The ratio for 1986 is $52,000, up nearly two percent from the previous year. This magnitude changes each year in response to changes in wage rates, the full-time/part-time/seasonal employment mix in the industry, and the distribution of travel spending among the industry components.

Table 9 offers perspectives on the importance of travel-generated employment in each state and the District of Columbia. U.S. resident domestic travel spending generated 4.9 percent of total nonagricultural payroll employment in this country during 1986.

Nevada is the most dependent state on travel and tourism for its jobs, with approximately 32 percent of total nonagricultural employment directly attributable to travel spending. Vermont and Hawaii also show double-digit shares of total employment attributable to travel, or 14 percent each.

At the other end of the spectrum, Alabama, Connecticut, and Rhode Island indicate less than three percent of their total payroll employment attributable to U.S. travel spending in 1986.

The importance of travel-generated employment in the states' economies for 1986 is also highlighted in Table 9 by the column showing the rank of this employment compared to all other private nonagricultural industries within the state. Total U.S. travel-generated employment is compared to each two-digit industry as defined under the Standard Industrial Classification (SIC) system. Agriculture and government are excluded due to lack of comparable data. For further discussion of this method, see Frechtling (1977) as listed in Appendix D.

U.S. travel away from home in 1986 directly generated more jobs than any other private industry in 13 states and is among the top three employers in 39 states. As Table 9 shows, in no state does travel place lower than twelfth among the 89 private industry groups for which consistent employment data are available.

For the U.S. overall, employment directly generated by U.S. travel ranks second only to the health services industry. Appendix C contains a listing by state of the industry groups that exceeded travel in producing jobs during 1986.

Table 10 shows employment in each of the fifty states and the District of Columbia directly attributable to U.S. travel spending in 1986. California, with close to 557 thousand jobs, led all states with 11 percent of the total. Florida followed with 390 thousand jobs. In all, 16 states enjoyed more than one hundred thousand travel-generated jobs in 1986. At the other end of the scale, Rhode Island had the fewest travel-generated jobs during 1986, with just under ten thousand. Six states in all had fewer than twenty thousand such jobs in 1986. The average state claimed 95 thousand jobs directly attributable to travel spending.

Employment directly attributable to travel spending increased in 32 states and the District of Columbia, while 18 states reported declines from the previous year. For comparison, total nonagricultural payroll employment decreased in only nine states.

Travel-generated jobs fell in many states despite an increase in expenditures and payroll. This can occur for two reasons. First, rising wage rates can cause the number of jobs supported by the amount of travel spending to decline. Those states where travel spending did not grow by as much as the increase in the wage rate experienced a decline in jobs. This also explains why jobs may grow at a slower rate than payroll or expenditures.

The second reason for declining travel-generated employment occurs when there is a shift in travel spending from labor intensive industries, such as foodservice and lodging, to less labor intensive ones such as auto and public transportation. Total travel spending may be strong enough to cause an increase in travel expenditures, but this spending occurred in travel industries that do not require as many jobs per travel dollar spent.

Virginia experienced the largest absolute increase in travel-generated employment of 19 thousand jobs, as well as the largest growth of 15 percent. Florida followed with gains of nearly 17 thousand jobs, while Illinois ranked third with an increase of 13 thousand travel-generated jobs. Wyoming, Nebraska, and Rhode Island experienced the greatest percentage decline in jobs of four percent each, while New Jersey lost the greatest number of jobs, approximately 7.75 thousand.

Table 9: Travel-Generated Employment, Share of Total Employment And Rank Among Private Industries, By State, 1986

State	Travel-Generated Employment (Thousands)	Share of Total Payroll Employment (Percent)	Travel-Generated Employment Rank
Alabama	40.5	2.8%	6
Alaska	12.6	5.7	1
Arizona	98.6	7.4	1
Arkansas	45.0	5.5	2
California	556.9	5.0	3
Colorado	101.8	7.2	1
Connecticut	44.4	2.8	11
Delaware	16.9	5.6	4
Florida	390.1	8.5	1
Georgia	102.6	3.8	6
Hawaii	60.4	13.8	1
Idaho	29.9	9.1	1
Illinois	165.5	3.5	5
Indiana	72.0	3.2	5
Iowa	52.2	4.9	2
Kansas	44.6	4.5	3
Kentucky	49.0	3.9	3
Louisiana	72.8	4.8	2
Maine	41.0	8.6	1
Maryland	90.6	4.6	3
Massachusetts	92.4	3.1	7
Michigan	139.3	3.8	5
Minnesota	103.4	5.5	2
Mississippi	33.5	4.0	3
Missouri	91.0	4.3	3
Montana	20.3	7.4	2
Nebraska	30.5	4.7	3
Nevada	148.5	31.7	1
New Hampshire	34.7	7.1	1
New Jersey	207.9	6.0	3

Table 9: Travel-Generated Employment, Share of Total Employment And Rank Among Private Industries, By State, 1986 (Continued)

State	Travel-Generated Employment (Thousands)	Share of Total Payroll Employment (Percent)	Travel-Generated Employment Rank
New Mexico	44.2	8.4%	1
New York	264.0	3.3	3
North Carolina	129.8	4.7	2
North Dakota	15.0	6.0	2
Ohio	139.4	3.1	7
Oklahoma	56.7	5.0	2
Oregon	58.6	5.5	3
Pennsylvania	207.3	4.3	2
Rhode Island	9.6	2.2	12
South Carolina	88.7	6.6	2
South Dakota	16.6	6.6	2
Tennessee	87.4	4.5	2
Texas	275.3	4.2	4
Utah	47.9	7.6	1
Vermont	32.4	13.8	1
Virginia	144.6	5.7	2
Washington	84.5	4.8	3
West Virginia	30.6	5.1	3
Wisconsin	109.4	5.4	2
Wyoming	18.5	9.4	1
District of Columbia	24.8	3.9	5
Total	$ 4,874.1	4.9%	2

Note: Details may not add to total due to rounding.
Source: US Travel Data Center

Table 10: 1986 U.S. Travel-Generated Employment
(Thousands of Jobs)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	2.3	1.9	9.5	19.1
Alaska	2.9	0.8	2.4	4.7
Arizona	13.4	4.7	21.9	42.9
Arkansas	1.6	2.6	7.3	25.4
California	83.2	26.1	104.1	248.6
Colorado	11.6	3.3	18.9	47.8
Connecticut	12.7	4.7	6.5	12.6
Delaware	2.9	0.7	2.6	7.9
Florida	33.7	18.3	92.6	181.5
Georgia	6.8	5.8	24.5	49.5
Hawaii	5.2	3.2	21.4	21.5
Idaho	1.6	0.9	3.7	19.0
Illinois	33.8	7.5	33.5	56.4
Indiana	9.5	3.2	13.3	33.4
Iowa	5.7	3.0	8.1	26.8
Kansas	5.5	2.3	7.1	20.4
Kentucky	3.1	4.4	10.7	21.5
Louisiana	7.8	5.8	15.6	34.2
Maine	1.8	1.5	8.7	21.8
Maryland	19.1	2.7	11.5	41.8
Massachusetts	17.6	4.6	20.7	34.0
Michigan	21.0	6.1	25.0	60.9
Minnesota	12.5	4.6	17.5	49.8
Mississippi	1.9	1.7	6.6	16.8
Missouri	12.9	6.0	19.2	37.7
Montana	0.4	1.0	5.6	9.7
Nebraska	3.3	1.9	4.9	14.7
Nevada	6.9	4.1	28.3	42.6
New Hampshire	2.2	1.2	7.3	16.7
New Jersey	55.5	3.8	17.9	64.0

Table 10: 1986 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	4.4	1.9	8.0	22.5
New York	33.6	14.4	19.5	119.0
North Carolina	8.8	4.9	25.4	68.1
North Dakota	1.4	1.3	2.7	6.9
Ohio	20.7	7.8	24.3	62.6
Oklahoma	6.5	2.6	8.0	28.8
Oregon	4.5	2.8	10.1	30.8
Pennsylvania	29.6	8.3	37.5	95.3
Rhode Island	1.9	0.6	1.5	3.9
South Carolina	4.4	3.5	19.7	45.7
South Dakota	0.9	0.7	4.0	7.9
Tennessee	7.5	3.8	15.2	45.2
Texas	36.8	14.9	54.9	120.7
Utah	4.9	1.6	8.5	25.2
Vermont	0.9	0.8	4.9	19.8
Virginia	9.2	5.1	37.8	70.8
Washington	10.7	3.7	15.7	37.5
West Virginia	1.3	2.1	6.4	15.1
Wisconsin	5.5	4.2	18.2	56.3
Wyoming	1.4	0.7	4.6	8.2
District of Columbia	6.2	0.8	6.9	8.5
Total	599.4	224.3	950.4	2,182.1

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

Table 10: 1986 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	4.2	2.8	0.8	40.5
Alaska	0.6	0.3	0.8	12.6
Arizona	8.3	4.9	2.4	98.6
Arkansas	5.0	2.6	0.5	45.0
California	44.3	25.3	25.4	556.9
Colorado	12.0	5.6	2.7	101.8
Connecticut	3.4	1.3	3.2	44.4
Delaware	1.7	0.9	0.4	16.9
Florida	33.2	20.6	10.3	390.1
Georgia	8.0	5.2	2.9	102.6
Hawaii	3.4	1.7	4.0	60.4
Idaho	2.9	1.4	0.4	29.9
Illinois	15.8	6.2	12.3	165.5
Indiana	7.2	4.0	1.5	72.0
Iowa	5.1	2.7	0.9	52.2
Kansas	5.2	2.6	1.4	44.6
Kentucky	5.7	2.9	0.8	49.0
Louisiana	4.8	3.5	1.2	72.8
Maine	4.9	1.9	0.3	41.0
Maryland	8.2	4.5	2.6	90.6
Massachusetts	5.5	3.3	6.9	92.4
Michigan	15.0	7.0	4.3	139.3
Minnesota	11.4	4.2	3.4	103.4
Mississippi	4.0	2.0	0.4	33.5
Missouri	7.6	4.2	3.2	91.0
Montana	2.1	1.2	0.4	20.3
Nebraska	3.5	1.5	0.7	30.5
Nevada	62.2	3.3	1.2	148.5
New Hampshire	5.1	1.7	0.6	34.7
New Jersey	54.4	6.5	5.8	207.9

Table 10: 1986 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	4.7	2.2	0.6	44.2
New York	12.2	9.9	15.5	264.0
North Carolina	13.0	8.0	1.7	129.8
North Dakota	1.6	0.8	0.2	15.0
Ohio	13.5	6.7	3.8	139.4
Oklahoma	6.4	3.4	1.0	56.7
Oregon	6.2	2.6	1.6	58.6
Pennsylvania	19.9	10.6	6.1	207.3
Rhode Island	0.8	0.4	0.6	9.6
South Carolina	8.9	5.9	0.8	88.7
South Dakota	2.0	0.9	0.2	16.6
Tennessee	9.5	4.6	1.6	87.4
Texas	24.5	14.7	8.8	275.3
Utah	4.4	2.4	1.1	47.9
Vermont	4.3	1.5	0.3	32.4
Virginia	12.2	6.6	2.8	144.6
Washington	8.3	3.7	5.0	84.5
West Virginia	3.7	1.9	0.2	30.6
Wisconsin	17.9	5.0	2.5	109.4
Wyoming	2.4	1.0	0.2	18.5
District of Columbia	0.6	0.6	1.3	24.8
Total	531.2	229.3	157.3	4,874.1

Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

1986 TRAVEL-GENERATED TAX RECEIPTS

Travel expenditures and the business and personal income they generate produce tax revenue for federal, state and local governments. U.S. travelers directly generated nearly $30 billion in tax revenue during 1986, up five percent from 1985.

Table 11 shows the distribution of 1986 travel-generated tax revenue among levels of government. The federal government accounted for more than one-half of the tax revenue earned from travel spending during 1986. State governments received one-third while local governments garnered twelve percent.

Table 11: Travel-generated Tax Receipts in the U.S., 1986

Level of government	Tax receipts (billions)	Percent of U.S. total	Percent change from 1985
Federal	$16.2	54.6%	5.0%
State	10.0	33.4	6.0
Local	3.6	12.0	5.1
U.S. total	$29.8	100.0%	5.3
U.S. territories	*		
Foreign visitor-generated	1.5		
Grand total	$31.3		

* less than $0.05 billion
Note: Details may not add to totals due to rounding.
Source: US Travel Data Center

It is interesting to compare this distribution with that for all tax revenue in the U.S. In fiscal 1986, the federal government accounted for 56 percent of all taxes collected in the U.S., more than its share of travel-generated taxes. Similarly, local governments collected 17 percent of all taxes for the year, more than their share of taxes from travel.

States, on the other hand, accounted for 27 percent of all tax collections, compared to their 33 percent share of travel-generated taxes. This indicates that state governments are considerably more aggressive in taxing travel-related activities than the federal government or local governments.

The 5.3 percent increase in travel-generated tax revenue for all governments in 1986 was slightly lower than the 5.9 percent growth in total tax revenue. Federal government tax collections also rose 5.3 percent nationally while federal tax revenue directly attributable to travel expenditures rose 5.0 percent. State tax revenue increased 5.9 percent nationally compared to a 6.0 percent rise in state travel-generated tax revenue. Total local government tax revenue grew 7.8 percent in 1986, compared to a 5.1 percent growth in travel-generated local tax revenue.

During 1986, each dollar of travel spending in the U.S. generated 6.4 cents in federal tax revenue, 3.9 cents in state tax revenue, and 1.4 cents in local taxes, for a total of 11.7 cents.

Overall, 1986 travel-generated tax receipts accounted for 3.5 percent of all revenue from taxes in America. The federal government received 3.4 percent of its tax collections from travel. State governments earned 4.4 percent and local governments, 2.5 percent, of all tax receipts from travel activity. This suggests states are considerably more dependent on travel and tourism for their tax revenue than other levels of government.

Based upon information supplied by territorial governments, the Data Center estimates that U.S. visitors to the territories generated $45 million in tax revenue. Foreign visitors produced $1.5 billion in tax revenue during 1986. The Data Center estimates that federal tax revenue generated by foreign visitor spending in the U.S. was approximately $795 million dollars for the year.

All told, U.S. and foreign travelers in the fifty states, the District of Columbia and the U.S. territories generated $31 billion in tax revenue for U.S. governments, 3.7 percent of total tax revenue collections in the country. These tax receipts are the product of the tax structures and travel spending patterns.

Table 12 shows estimates of tax receipts generated by U.S. travelers in each of the states and the District of Columbia, by level of government, for 1986.

California led all other states with a total of $3.9 billion in travel-related tax collections. New York was second with $2.4 billion, and Florida was third with $2.0 billion. South Dakota showed the least amount of tax revenue attributable to travel in 1986, with only $53 million.

Table 12: 1986 U.S. Travel-Generated Tax Revenue
($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
Alabama	$ 84	$ 76	$ 21	$ 181
Alaska	61	6	12	79
Arizona	269	224	56	549
Arkansas	69	84	19	172
California	2,030	1,181	656	3,866
Colorado	381	159	98	637
Connecticut	264	158	24	446
Delaware	54	16	3	73
Florida	1,070	784	184	2,039
Georgia	314	198	38	551
Hawaii	156	168	22	346
Idaho	49	46	6	101
Illinois	824	356	142	1,323
Indiana	200	147	50	397
Iowa	96	87	22	204
Kansas	111	71	21	203
Kentucky	104	128	7	239
Louisiana	195	175	68	437
Maine	71	79	13	163
Maryland	396	172	78	645
Massachusetts	433	231	49	713
Michigan	585	290	75	950
Minnesota	342	258	50	650
Mississippi	53	82	16	151
Missouri	387	150	58	596
Montana	28	18	7	53
Nebraska	70	53	26	150
Nevada	436	390	157	983
New Hampshire	82	28	16	125
New Jersey	1,109	488	133	1,731

Table 12: 1986 U.S. Travel-Generated Tax Revenue (Continued)
($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
New Mexico	$ 89	$ 74	$ 18	$ 182
New York	1,279	676	468	2,422
North Carolina	305	194	64	562
North Dakota	31	29	4	64
Ohio	489	268	81	838
Oklahoma	176	84	37	297
Oregon	170	42	33	245
Pennsylvania	653	519	80	1,252
Rhode Island	33	22	5	60
South Carolina	163	194	35	392
South Dakota	24	23	6	53
Tennessee	252	199	72	523
Texas	1,068	478	202	1,749
Utah	105	81	27	213
Vermont	54	67	12	133
Virginia	322	193	106	621
Washington	282	199	40	521
West Virginia	47	73	5	125
Wisconsin	209	217	36	461
Wyoming	33	22	14	69
District of Columbia	131	0	107	237
Total	$16,239	$9,956	$3,577	$29,772

Note: Details may not add to totals due to rounding.
1986 travel-generated tax estimates are not strictly comparable to those published in earlier reports due to incorporation of new tax receipt and rate data.
Source: US Travel Data Center

APPENDICES

TRAVEL ECONOMIC IMPACT MODEL

Introduction

The Travel Economic Impact Model (TEIM) was developed by the U.S. Travel Data Center to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model built upon estimates of 14 travel expenditure categories, their impact on 14 types of travel-related businesses at the retail level, and the resulting business receipts, employment, personal income, and tax receipts.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. While the benchmark model estimates are primarily based on data gathered by the U.S. Bureau of the Census in 1977, it has been updated to provide estimates for succeeding years.

The TEIM has been used to develop estimates of 1977 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll and tax revenue in each of the 50 states and the District of Columbia. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level.

The estimates of economic impact contained herein were developed through a dBase III+ computer program designed by the staff of the U.S. Travel Data Center and operated on Data Center's personal computers.

Definition of Terms

There is no commonly accepted definition of travel in use at this time. However, the industry appears to be converging on the concept that travel involves all activity related to trips to places outside the traveler's home area, or more specifically, places 50 miles or more away from home, except for commuting to and from work.[1] However, the principal data sources for measuring travel activity levels, the U.S. Census Bureau's 1972 and 1977 National Travel Surveys and economic censuses, used different definitions. Since these are the only comprehensive, large-sample survey sources of the travel activity in the U.S., the definitions of travel in these surveys are adopted for the purposes of this report.

For the purposes of the estimates herein, "travel" is defined as activities associated with all overnight trips away from, and day trips to places 100 miles or more away from the traveler's origin. This definition is largely coterminous with the 50 mile definition, but each definition excludes activity included by the other. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places 50 to 100 miles away from home. The 50 miles definition excludes overnight trips to places less than 50 miles away from home, but includes day trips of one-way distances 50 to 100 miles. Given these differences, it appears a priori that the total volume of expenditures associated with each definition is quite similar.

The word "tourism" is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition which limits tourism to personal or pleasure travel.

The "travel industry," as used herein, refers to the collection of 14 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Appendix B: Glossary of Terms). These business types are defined by the Office of Management and Budget in its system of Standard Industrial Classifications (SIC).[2] In each case, the relevant SIC code is included.

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[1]See National Tourism Resources Review Commission, Destination U.S.A., Volume 2: Domestic Tourism, U.S. Government Printing Office, Washington, D.C., 1973, pp.4-5; Frechtling, Douglas C., "Proposed Standard Definitions and Classifications for Travel Research," Marketing Travel and Tourism, Seventh Annual Conference Proceedings, The Travel Research Association, Salt Lake City, 1976, pp. 59-73.

[2]Office of Management and Budget, U.S. Executive Office of the President, Standard Industrial Classification Manual, 1972, U.S. Government Printing Office, Washington, D.C., 1973, 649 pp.

A "travel expenditure" is assumed to take place whenever a traveler exchanges money for an activity considered part of his trip. Total travel expenditures are separated into 14 categories representing traveler purchases of goods and services at the retail level. Travel expenditures are allocated among states by simulating where the exchange of money for goods or services actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his destination, and some enroute.

"Economic impact" is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. "Payroll" includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the 1977 Census of Service Industries.[3]

"Employment" represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment.[4] "Tax revenues" include corporate income, individual income, sales and gross receipts, and excise taxes by level of government.[5] "Business receipts" reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

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[3]U.S. Bureau of the Census, Census of Service Industries, 1977, Area Series, United States, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[4]U.S. Department of Labor, Handbook of Labor Statistics, 1975, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[5]Advisory Commission on Intergovernmental Relations, State-local Finances: Significant Features and Suggested legislation, 1972 U.S. Government Printing Office, Washington, D.C., 1972, passim, and later editions.

Description of the Model[6]

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights away from home spent by type of accommodation) are available from the 1977 National Travel Survey.[7] Through the TEIM's National Travel Expenditure Component (NTEC), the activity levels for trips to places within the United States are combined with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 14 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in commercial lodging in Maryland is multiplied by the average cost per night per travel party of staying in a commercial lodging facility in Maryland to obtain the estimate of traveler expenditures for hotel, motel and tourist court accommodations.

The expenditure data resulting from the NTEC cover only those trips to places 100 miles or more away from home, the basic trip definition used in the 1977 National Travel Survey (NTS). Consequently, these results understate U.S. travel expenditures on all overnight trips and day-trips of 100 miles for two reasons. First, only 100-mile trips are included in the 1977 NTS and the expenditure estimates based upon it. Second the 1977 NTS may have underestimated travel activity, with resulting expenditure estimates based upon it underestimated as well.

In order to correct for these potential sources of underestimation, the results of the NTEC for each state are calibrated using estimates provided by the U.S. Census Bureau's 1977 Census of Service Industries (CSI).[8] The NTEC estimates of traveler spending for commercial accommodations are compared to the CSI estimates of hotel/motel receipts from room rentals, and the state travel expenditure estimates for each category are adjusted by the ratio of the CSI estimates of hotel/motel room rental receipts in a state to the NTEC estimates of travel spending on commercial accommodations in the state. The results are adjusted travel expenditures in each of the 14 categories for

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[6]For a detailed description of the TEIM, including equations and data sources, see Frechtling, Douglas C., et. al., Travel Economic Impact Model, Volume I: Final Economic Analysis Methodology, U.S. Travel Data Center, Washington, D.C., 1975. 108 pp.

[7]U.S. Bureau of the Census, 1977 Census of Transportation, National Travel Survey, U.S. Government Printing Office, Washington, D.C., 1979, 362 pp.

[8]U.S. Bureau of the Census, 1977 Census of Service Industries, Geographic Area Series, U.S. Government Printing Office, Washington, D.C., 1979.

each state, which represent expenditures on overnight trips away from home, and day trips to places 100 miles or more away from home.

The Economic Impact Component of the TEIM estimates travel-generated business receipts, employment, and payroll. Basically, the 14 types of travel expenditures are associated with 14 different types of travel-related businesses. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel- generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Maryland commercial lodging establishments is multiplied by traveler-generated business receipts of these establishments to obtain traveler-generated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler-generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state is then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Maryland State personal income tax collections to payroll in the state is applied to total travel-generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Maryland.

The 1977 benchmark estimates of travel expenditures, and travel-generated employment, payroll and federal, state and local tax revenue, are up-dated for each successive year. Data from the U.S. Bureau of the Census, the Federal Aviation Administration, the Department of Transportation, Amtrak, the American Bus Association, the Federal Highway Administration, state revenue departments, the Data Center's National Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to lack of sufficient data. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquets, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). Although the magnitude of these purchases in preparation for a trip cannot be quantified, it is probably significant relative to overall travel expenditures.

The second type of spending not covered due to lack of sound, relevant data is the purchase of major consumer durables generally related to outdoor recreation on trips. While recreational vehicles (campers, motor homes, trailers and mobile homes) are covered, spending for boats and boating supplies, and off-road recreational vehicles such as trail bikes, dune buggies and snowmobiles are not. Further research is required in this area to estimate the average spending on items such as these by travelers.

Certain states generate peculiar spending behavior relative to others. For example, traveler expenditures on gaming in Nevada comprise a substantial portion of tourist receipts, and contribute heavily to the state's economy. Data on such unusual spending is virtually unavailable, and thus these activities are not reflected in these estimates at this time.

Moreover, the TEIM records travel expenditures only for those states where travelers spent the night, originated, or were destined. Due to the nature of the Census Bureau's 1977 National Travel Survey, expenditures could not be allocated to states passed through in a single day. It is believed these expenditures may be quite significant to certain "bridge" states between major population concentrations and major destinations.

The trip definition inherent in this study also limits the estimates of economic impact somewhat. Specifically excluded are the economic effects of U.S. traveler expenditures in this country pursuant to traveling to a foreign destination. Also excluded is the impact of day-trips to places less than 100 miles from home. While these latter trips may be quite numerous, intuitively, they appear to involve little economic impact since lodging expenditures and virtually all common carrier spending are excluded. Meal, entertainment and recreation expenditures on these trips also seem relatively insignificant.

These travel expenditures and impact estimates are based on household surveys of travel activity. Consequently, they are

subject to all of the sampling and non-sampling errors inherent in sample surveys.

Most travel expenditure data collected is on a "type of purchase" rather than "point of purchase" basis. This means there is some incongruity in matching spending on different goods and services while traveling with the receipts, employment and payroll of different types of businesses. For example, all spending for meals is assumed to take place in eating and drinking places (SIC 58), whereas some may actually occur in hotels or other commercial lodging places (701). This inconsistency does not appear to introduce major errors in the calculations and can only be corrected upon collection of point-of-purchase expenditure data.

Automobile Transportation Expenditure. This category includes a prorate share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Automobile Transportation Industry. Automotive dealers and gasoline service stations (SIC 55); automotive rental and leasing without drivers (751).

Business Receipts. Receipts from customers or clients for services rendered, from the use of facilities, and from merchandise sold. Gasoline, liquor, tobacco, and other excise taxes are also included. Receipts do not include sales, occupancy, admissions, or other taxes collected from customers and remitted directly by the firm to a local, State, or Federal tax agency.

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Entertainment/Recreation Industry. Amusement and recreation services (SIC 79) and motion picture theaters (783).

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Foodservice Industry. Eating and drinking places (SIC 58).

General Retail Trade Industry. This sector is defined to receive incidental purchases by travelers. It includes general merchandise group stores (SIC 53) and miscellaneous retail stores (59).

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Incidental Purchase Industry. See "General Retail Trade Industry.

Lodging Industry. This industry includes hotels, motels, and motor hotels (SIC 701), camps and trailers parks (703), and general building contractors -- residential buildings (152) and operative builders (1531).

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the 1977 National Travel Survey.

Public Transportation Industry. Air transportation (SIC 45), taxicab companies (412), intercity highway passenger transportation (413), National Railroad Passenger Corporation (Amtrak), and water transportation (44 except 4411). Also is the "dummy" industry of "other transportation."

Tourism. Generally avoided in this study, this can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip" (qq.v).

Travel Arrangement Industry. This includes travel agencies, tour operators, and other services in arranging passenger transportation, and is covered under SIC 4722.

Traveler. Person taking a "trip" (qq.v).

Travel Expenditure. The exchange of money or the promise of money for goods or service while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation

or second home are included as associated with taking a trip. Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home are allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area. These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed description of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Volume 92, No. 12, December, 1969.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodgings) paid during the year to all employees. Trips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit nor other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. These federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts, and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, gasoline excise taxes, and, airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons goes to a place 100 miles or more away from home in one day, or is out-of-town one or more nights, and returns to his origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. Also excluded is foreign travel activity in the U.S.

Visitor. This term is usually limited to special studies of individual cities or metropolitan areas. It includes those not residing in the area under study who travel away from home overnight or on a day trip of 200 round-trip miles or more and visit the area. As a general rule, total travel impact on an area less the impact of area residents equals visitor impact.

Industries Providing More Jobs than Travel, by State, 1986 (see Table 9)

State	Industry SIC codes*
Alabama	23,50,58pt.,73,80
Arkansas	80
California	73,80
Connecticut	34,35,36,37,50,54,58pt.,63,73,80
Delaware	28,73,80
Georgia	22,50,58pt.,73,80
Illinois	50,58pt.,73,80
Indiana	36,37,58pt.,80
Iowa	80
Kansas	37,80
Kentucky	58pt.,80
Louisiana	80
Maryland	73,80
Massachusetts	35,36,54,58pt.,73,80
Michigan	37,58pt.,73,80
Minnesota	80
Mississippi	23,80
Missouri	58pt.,80
Montana	80
Nebraska	73,80
New Jersey	73,80
New York	73,80
North Carolina	22
North Dakota	80
Ohio	35,37,50,58pt.,73,80
Oklahoma	80
Oregon	24,80
Pennsylvania	80
Rhode Island	17,22,36,39,50,54,58pt.,59pt, 73,80,82
South Carolina	22

Industries Providing More Jobs than Travel, by State, 1986 (see Table 9)--Continued

South Dakota	80
Tennessee	80
Texas	58pt.,73,80
Virginia	73
Washington	37,80
West Virginia	12,80
Wisconsin	80
District of Columbia	73,80,82,86
Total U.S.	80

*Key to SIC codes is on following page.
Source: US Travel Data Center

Key to SIC codes

Mining	
12	Bituminous coal and lignite mining
13	Oil and gas extraction
17	Special trade contractors
Manufacturing	
22	Textile mill products
23	Apparel and other textile products
24	Lumber and wood products
28	Chemicals and allied products
33	Primary metal industries
34	Fabricated metal products
35	Machinery, except electrical
36	Electric and electronic equipment
37	Transportation equipment
39	Miscellaneous manufacturing industries
Retail trade	
50	Wholesale trade-durable goods
54	Food stores
58pt.	Eating and drinking place sales to residents
59pt.	Miscellaneous retail sales to residents
Finance, insurance and real estate	
63	Insurance carriers
Services	
73	Business services
80	Health services
82	Educational services
86	Membership organizations

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